

BookletChart™

Fairport Harbor

NOAA Chart 14837

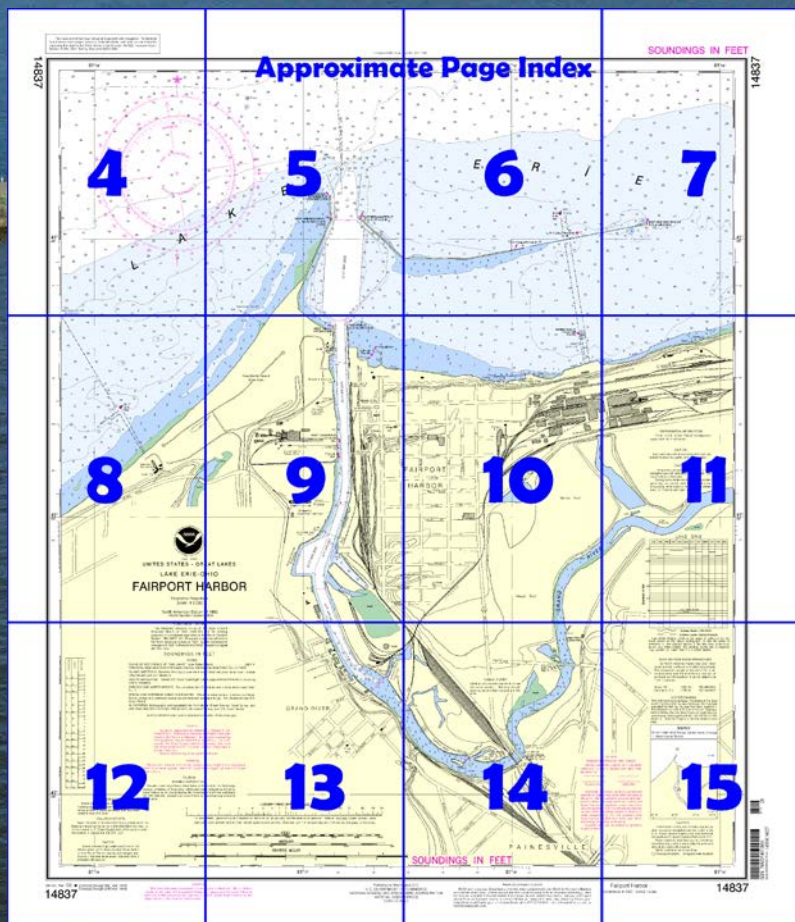


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=14837>



(Selected Excerpts from Coast Pilot)

Fairport Harbor is about 29 miles NE of Cleveland Harbor. It comprises an outer harbor, and an inner harbor formed by the lower 1 mile of the **Grand River**.

The stacks and tanks of a chemical plant 1.3 miles SE of the harbor entrance are very prominent from offshore.

Fairport Harbor West Breakwater Light (41°46.1'N., 81°16.9'W.), 56 feet above the water, is shown from a white square tower on the corner of a square building about

500 feet from the outer end of the W breakwater. A fog signal is at the light.

Channels.—The harbor is entered from Lake Erie through a dredged channel from deep water in the lake between two converging breakwaters to an outer harbor basin. From its inner end, the E breakwater turns E and parallels the shore for about 1 mile. Lights mark the outer ends of the breakwaters and the E end of the E breakwater. From the outer harbor basin, the mouth of the river is entered between parallel piers, marked at the outer ends by lights, and the channel extends upstream for 1.5 miles. There is a turning basin on the W side of the channel about 1 mile above the mouth. The areas on the E and W sides of the entrance channel in the outer basin are not maintained. In April 2004, the controlling depths were 21 feet in the left half, with lesser depths to 17.8 feet along the NE and SE edges, and 9.5 feet in the right half of the entrance channel to the piers at the rivers mouth, thence 18.2 feet to the turning basin (except for lesser depths to 15.0 feet in the left half of the channel opposite the basin); the turning basin had depths of 15.0 to 18.0 feet, thence 13.0 feet to the upstream limit of the project (except for lesser depths to 7.0 feet along the W edge of the channel.) The areas E and W of the channel limits, within the outer basin limits, have general depths of 9 to 20 feet.

Mariners are cautioned to avoid dragging anchor over the submerged pipeline just above the river mouth. The harbormaster reports that vessels sometimes scrape the pipeline during low water conditions. Tugs for Fairport Harbor are available from Ashtabula or Cleveland. (See Towing under Ashtabula and Cleveland.)

Harbor Regulations are enforced by the **harbormaster** who may be reached through the Chief of Police, 220 3rd Street, Fairport Harbor, Ohio 44077. **Speed limits** of 6 mph and 10 mph are enforced in Grand River and in the outer harbor, respectively. (See **33 CFR 162.160 and 207.570**, chapter 2, for regulations.) Copies of the local regulations may be obtained from Village Hall, 220 3rd Street, Fairport Harbor, Ohio 44077.

Bunker fuel is available by tank vessel from Cleveland. Limited marine supplies and provisions are available at Fairport Harbor.

Several marinas on the Grand River provide transient berths, gasoline, diesel fuel, water, ice, electricity, sewage pump-out, marine supplies, and launching ramps. Mobile lifts to 18 tons are available for hull, engine, and electronic repairs. In 1977, depths of 2 to 7 feet were reported alongside the berths.

Dangers.—A wreck, covered 30 feet, is about 0.6 mile NW of the breakwater entrance. In June 1986, a sunken wreck was reported in the harbor approach in 41°46.3'N., 81°16.9'W. A shoal that extends NW from the N end of the W breakwater tends to encroach the W side of the approach channel. Deep-draft vessels should avoid favoring the W channel limit when entering or leaving the harbor. At times a very strong current past the river mouth pierheads makes it difficult and dangerous for unaided vessels to enter the river channel.

A wreck, covered 6 feet, is in the outer harbor basin about 1,000 feet E of East Pier Light in about 41°45'41"N., 81°16'35"W.

Mariners are cautioned to avoid dragging anchor over the submerged pipeline just above the river mouth. The harbormaster reports that vessels sometimes scrape the pipeline during low water conditions. The E end of the E breakwater may become submerged during certain weather conditions. The center pier abutment of a former railroad swing bridge, about 1.72 miles above the river entrance, has been removed to about 4 feet below water level; mariners are advised to use extreme caution when transiting the area.

**U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies**

RCC Cleveland

Commander
9th CG District
Cleveland, OH

(216) 902-6117

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

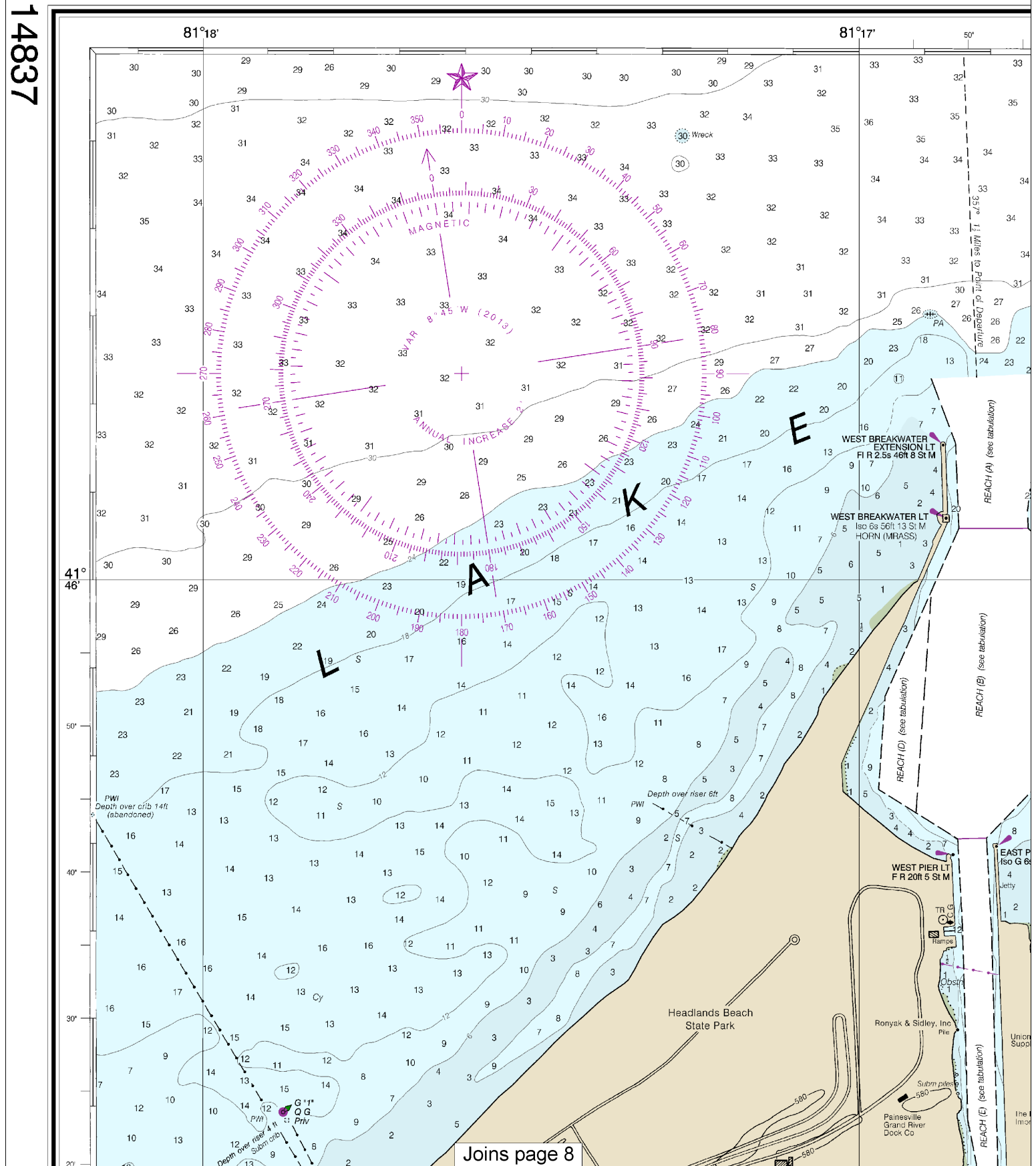
on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

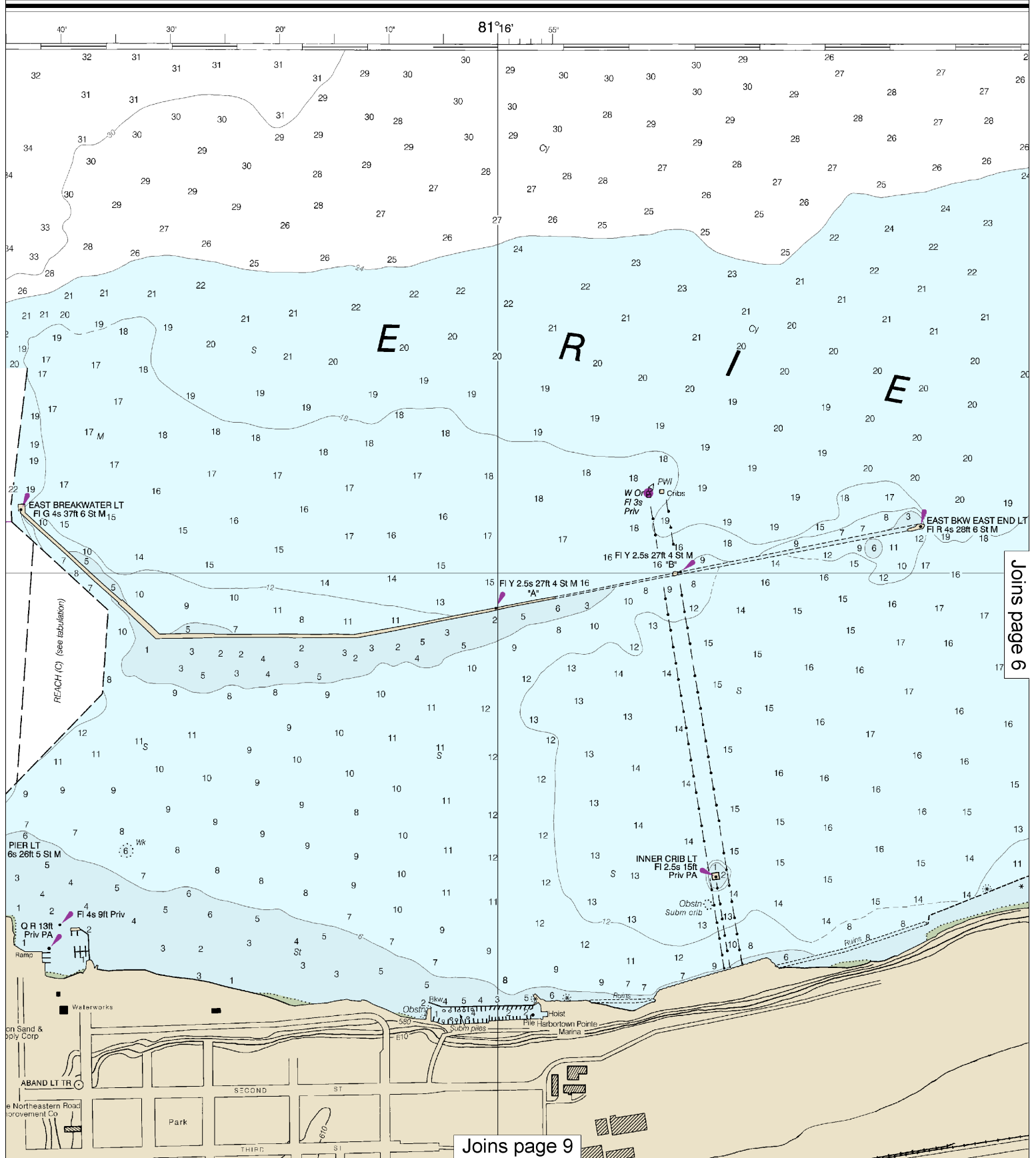
14837



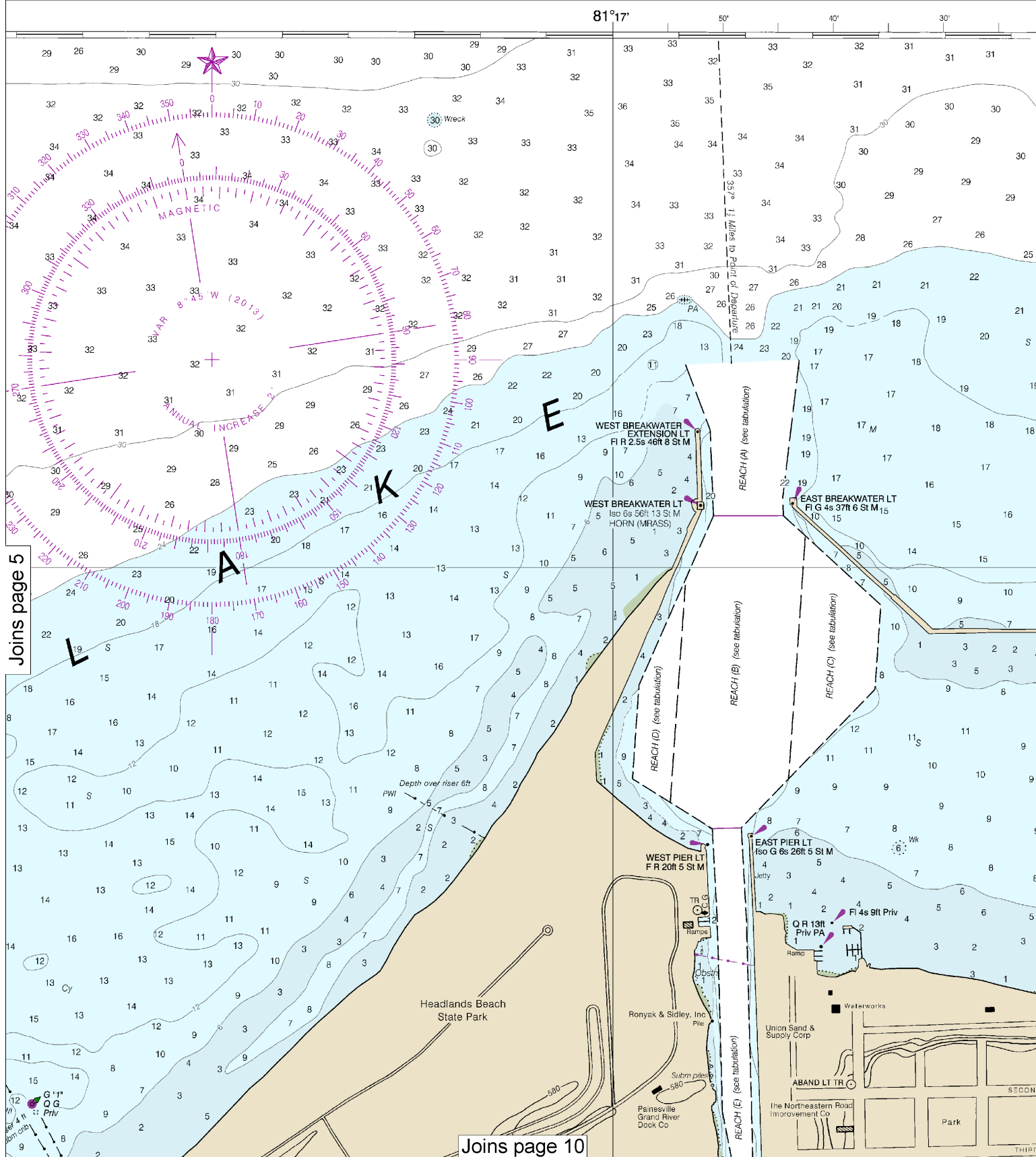
Joins page 8

4

Note: Chart grid lines are aligned with true north.



This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:10666. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.

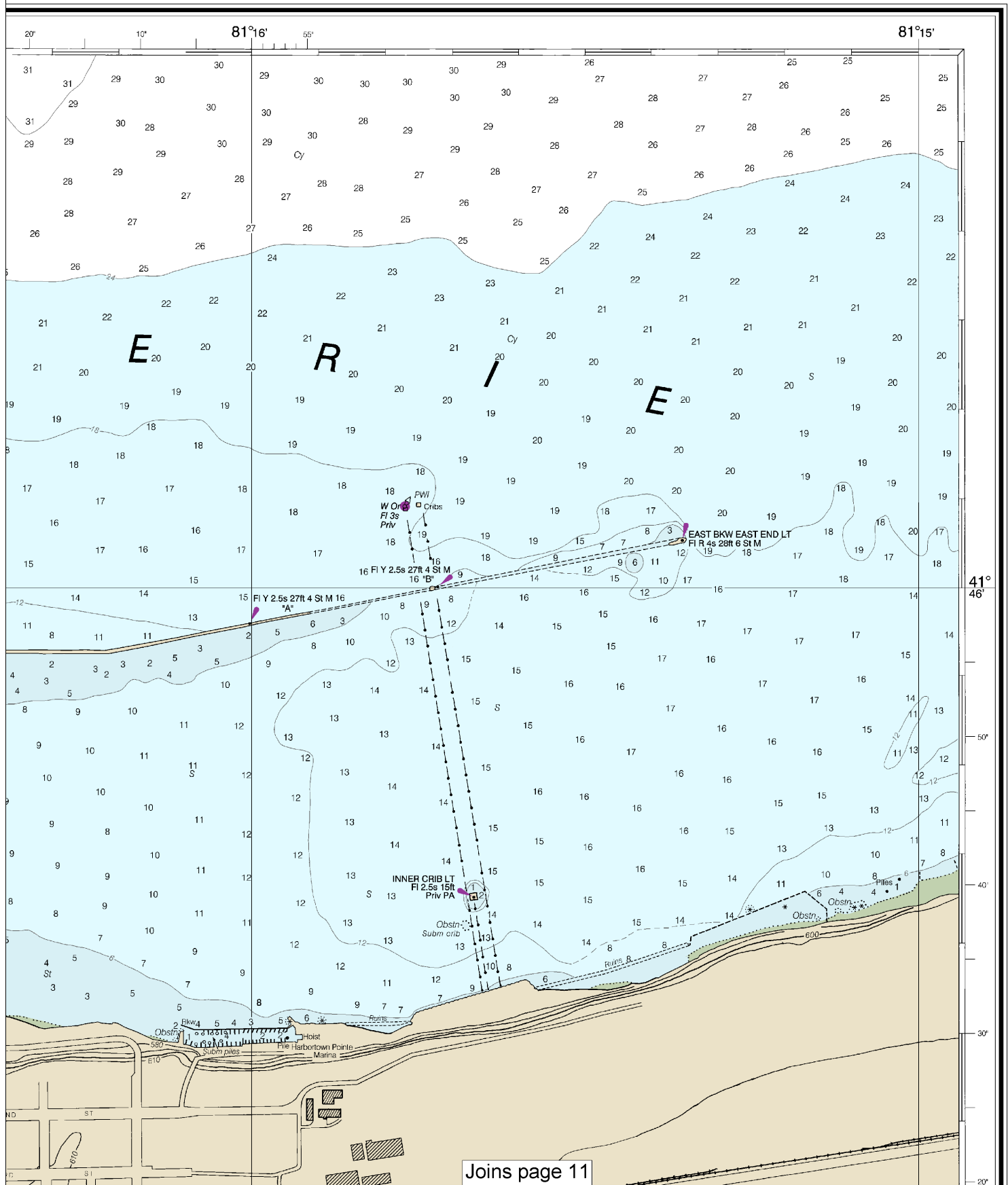


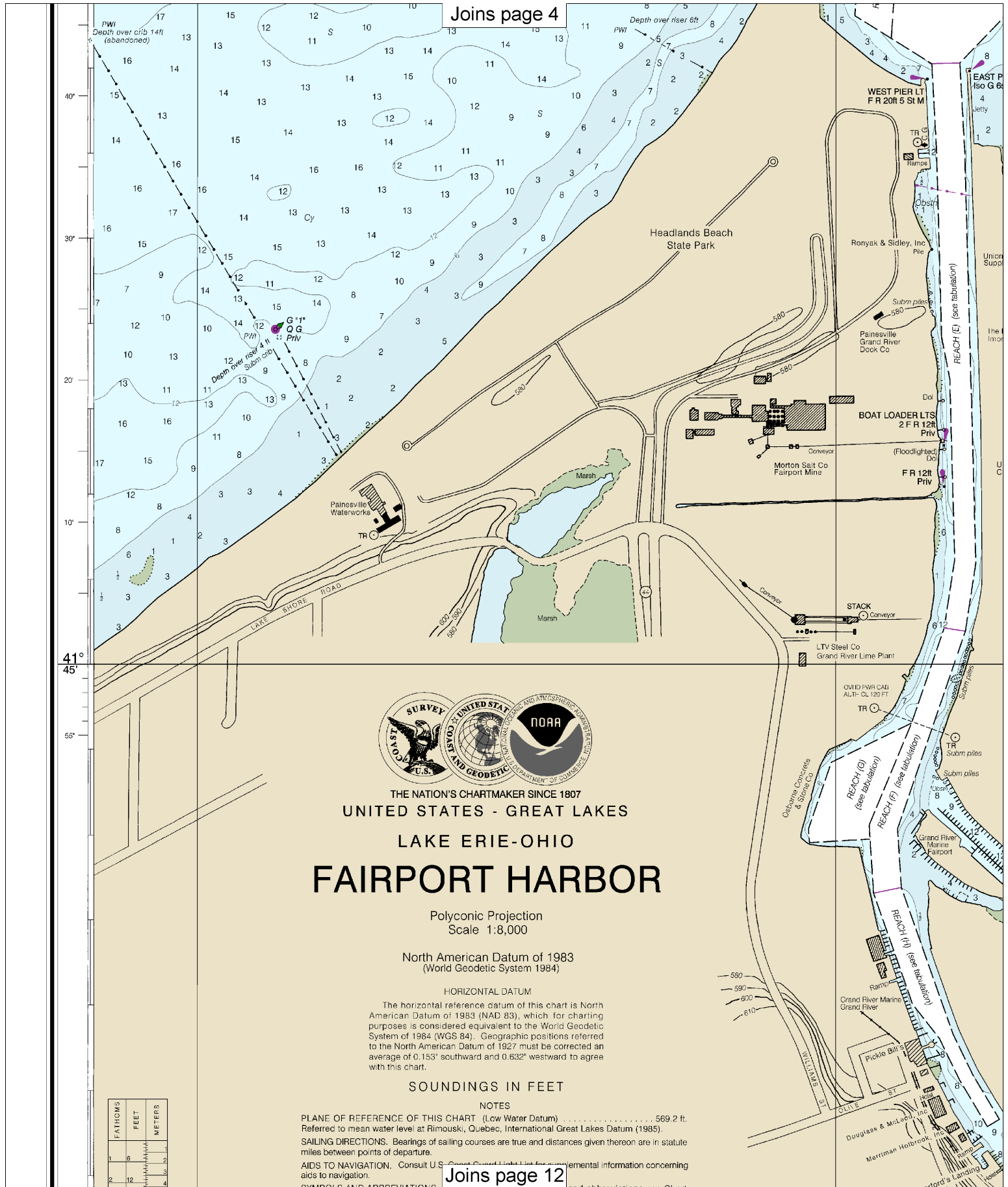
Joins page 5

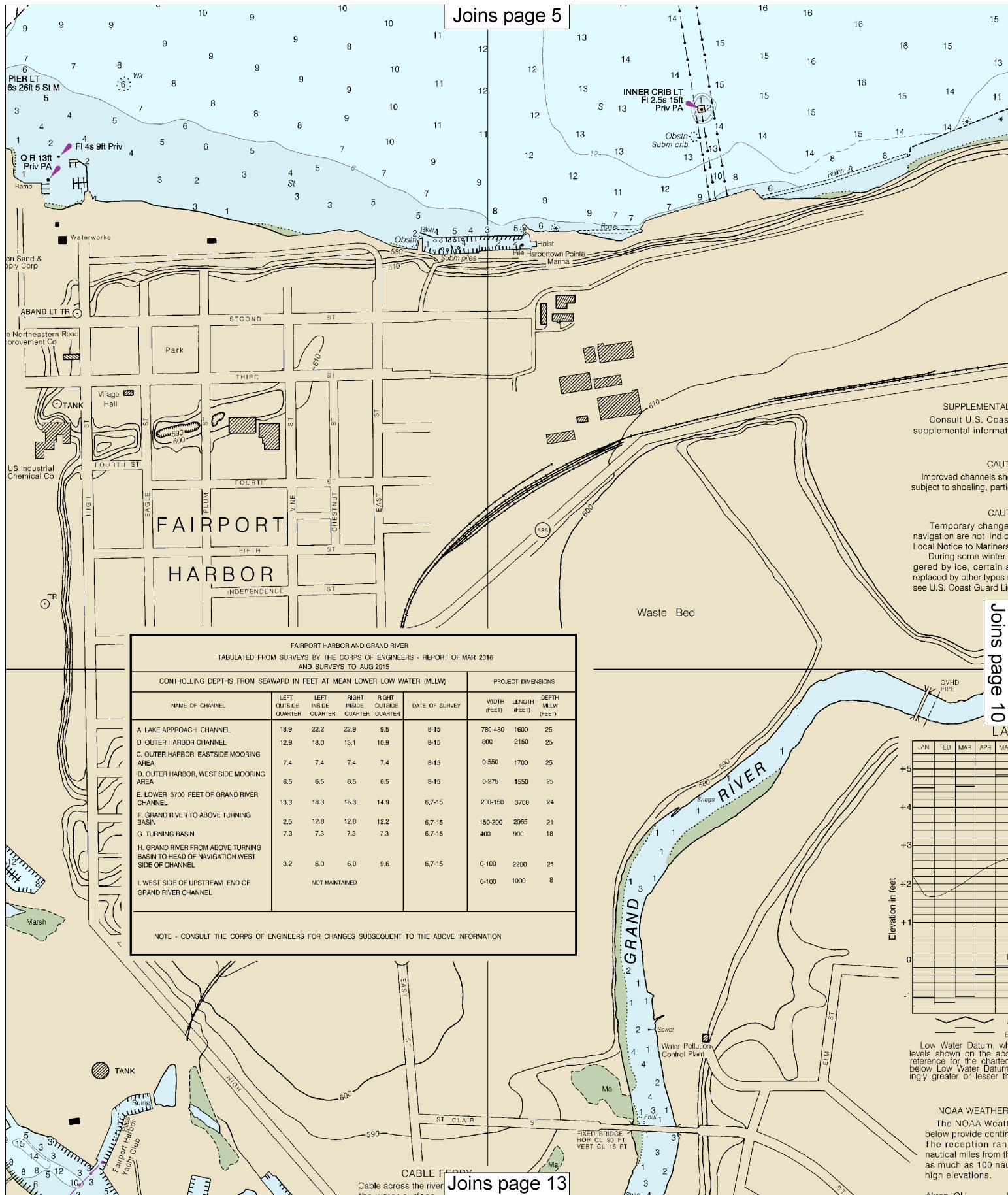
Joins page 10

6

Note: Chart grid lines are aligned with true north.



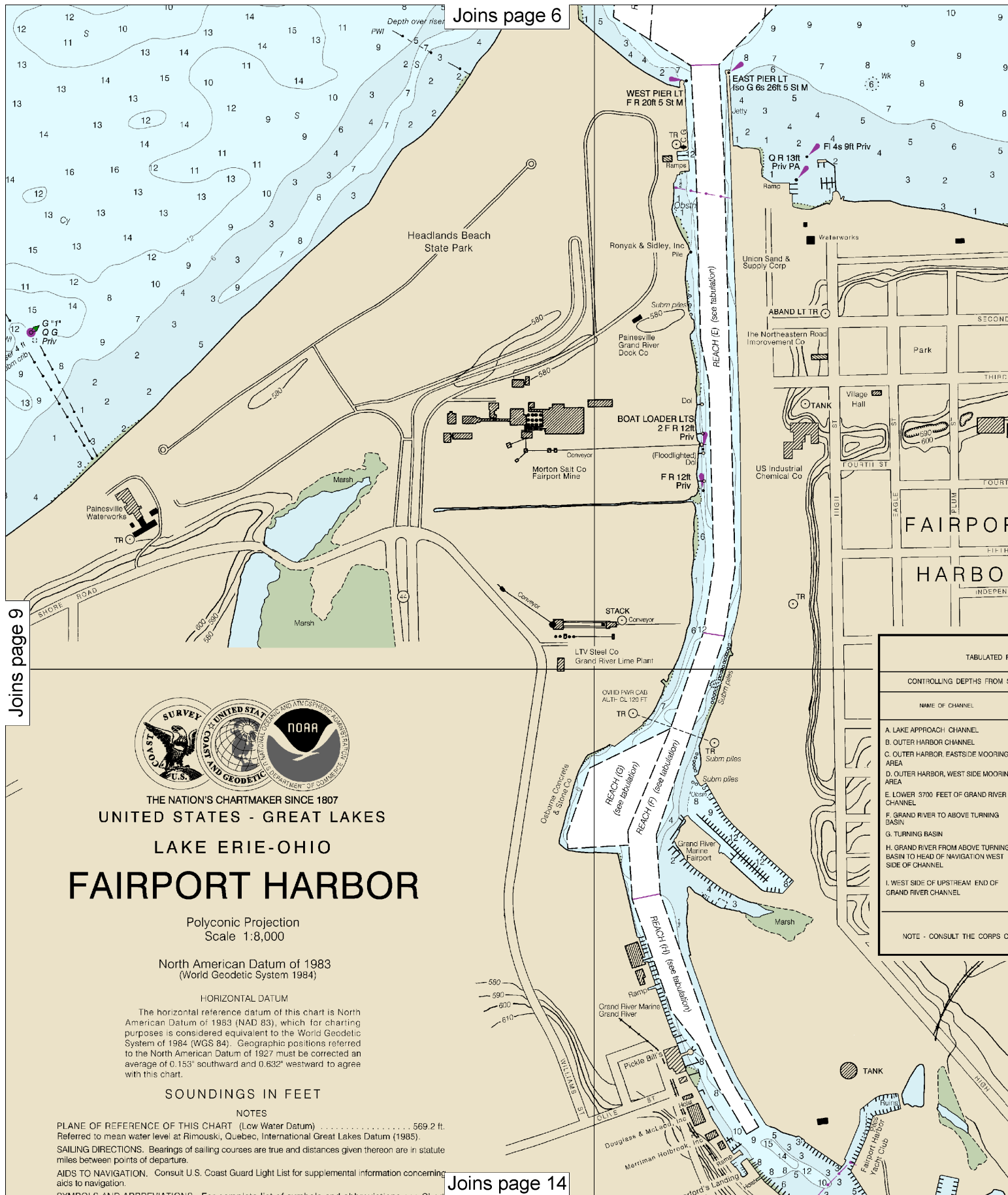




SUPPLEMENTAL
Consult U.S. Coast
supplemental informat

CAUTION
Improved channels sh
subject to shoaling, parti

CAUTION
Temporary change
navigation are not ind
Local Notice to Mariners
During some winter
gered by ice, certain
replaced by other types
see U.S. Coast Guard Li





UNITED STATES JOINS page 8 LAKES
LAKE ERIE-OHIO
FAIRPORT HARBOR

Polyconic Projection
Scale 1:8,000

North American Datum of 1983
(World Geodetic System 1984)

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.153" southward and 0.632" westward to agree with this chart.

SOUNDINGS IN FEET

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum) 569.2 ft.
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

Additional information can be obtained at nauticalcharts.noaa.gov.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Detroit, Michigan.

Refer to charted regulation section numbers.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

MARINER ACTIVATED SOUND SIGNAL

FAIRPORT HARBOR WEST BREAKWATER LIGHT - (MRASS) Horn is activated by keying mic 5 times on VHF-FM Ch 83A.

FATHOMS	FEET	METERS
1	6	1.1
2	12	2.1
3	18	3.3
4	24	4.4
5	30	5.5
6	36	6.6
7	42	7.7
8	48	8.8
9	54	9.9
10	60	11.0
11	66	12.1
12	72	13.2
13	78	14.3
14	84	15.4
15	90	16.5
16	96	17.6
17	102	18.7

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS

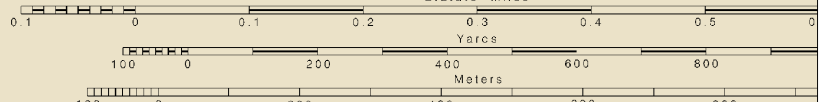
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

GRAND RIVER

SCALE 1:8,000
Statute Miles



81°18'

81°17'

14837

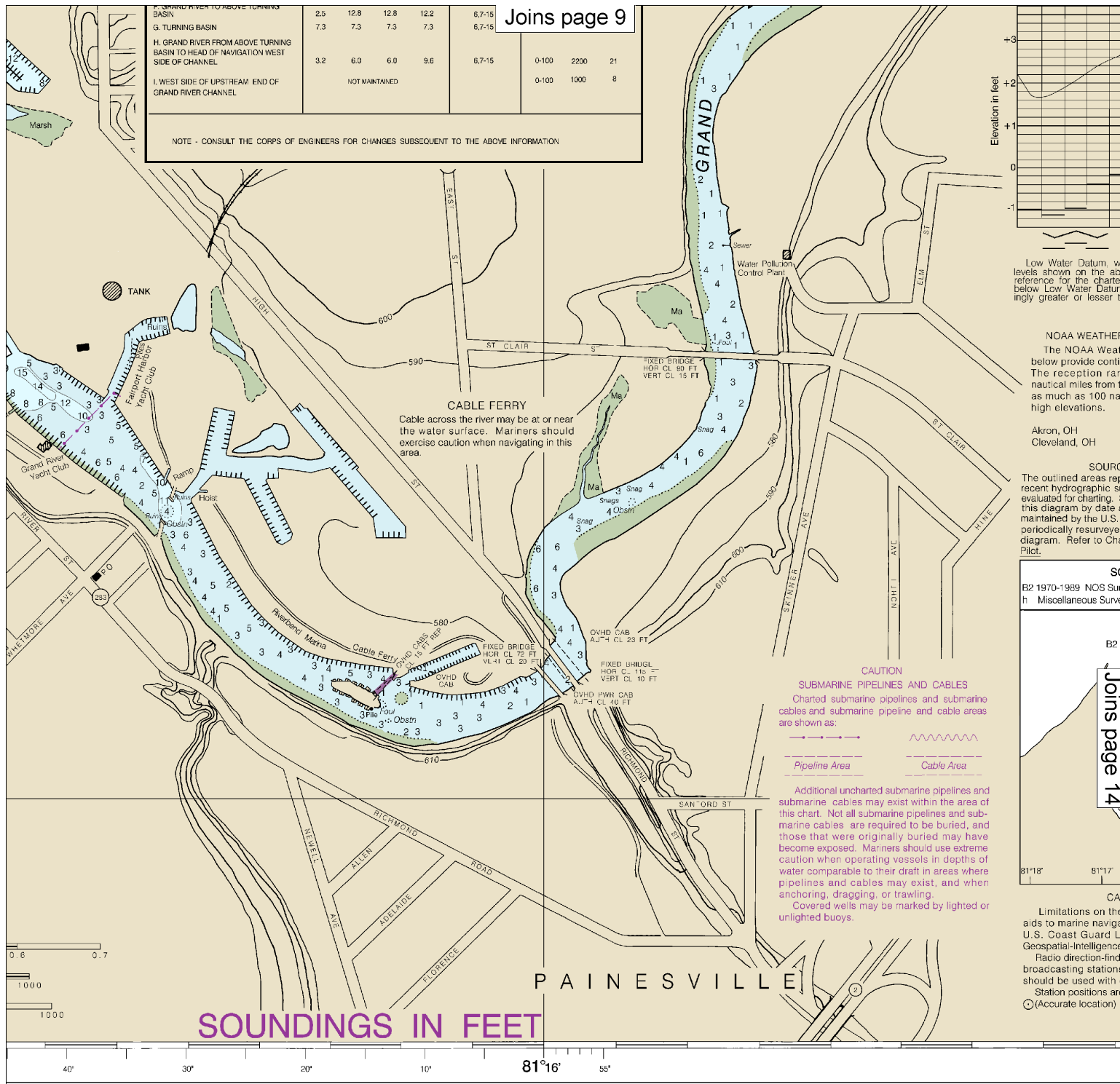
CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

29th Ed., Oct. 2013. Last Correction: 11/18/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)

12

Note: Chart grid lines are aligned with true north.



Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

Fairport Harbor
SOUNDINGS IN FEET - SCALE 1:8,000

UNITED STATES - GREAT LAKES
LAKE ERIE-OHIO
FAIRPORT HARBOR

Polyconic Projection
Scale 1:8,000

North American Datum of 1983
(World Geodetic System 1984)

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.153" southward and 0.632" westward to agree with this chart.

SOUNDINGS IN FEET

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum) 569.2 ft. Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 8.

AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

Additional information can be obtained at nauticalcharts.noaa.gov.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Detroit, Michigan.

Refer to charted regulation section numbers.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

MARINER ACTIVATED SOUND SIGNAL

FAIRPORT HARBOR WEST BREAKWATER LIGHT - (M/RASS) Horn is activated by keying mic 5 times on VHF-FM Ch 83A.

Joins page 10



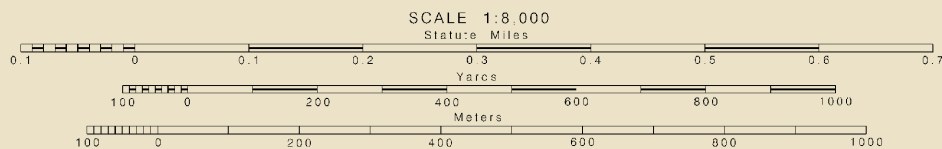
F. GRAND RIVER TO ABOVE TURNING BASIN
G. TURNING BASIN
H. GRAND RIVER FROM ABOVE TURNING BASIN TO HEAD OF NAVIGATION ON WEST SIDE OF CHANNEL
I. WEST SIDE OF UPSTREAM END OF GRAND RIVER CHANNEL
NOTE - CONSULT THE CORPS OF ENGINEERS FOR FURTHER INFORMATION

Joins page 13

DRS
placed on many
individual radar
aids has been

DRTS
ous substances to the
-424-8802 (toll free), or
bility if telephone com-
53).

conditions in the
arted as visible
ubmerged, par-
Mariners should



81°17'

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

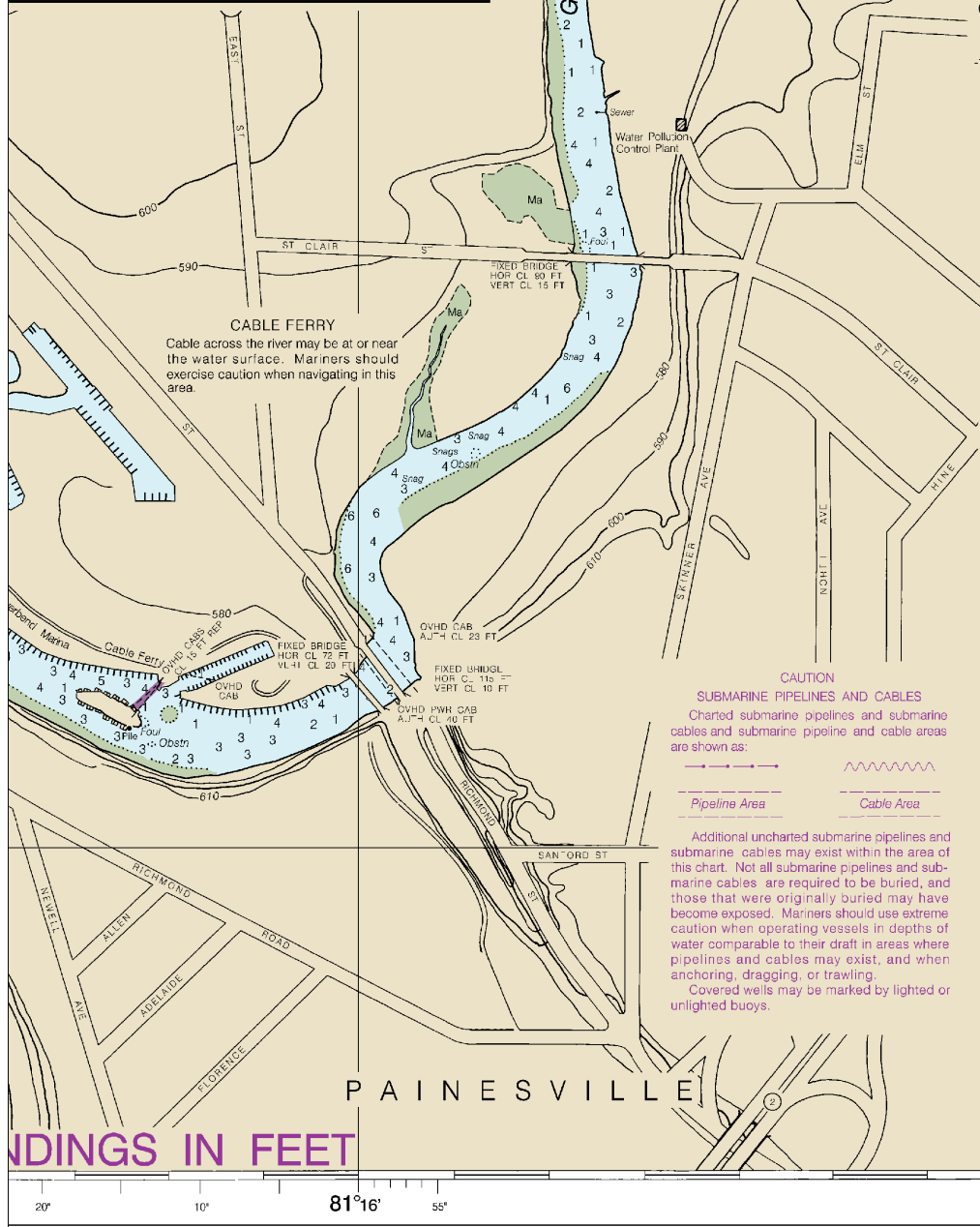
Last Correction: 11/18/2016. Cleared through:
016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)

14

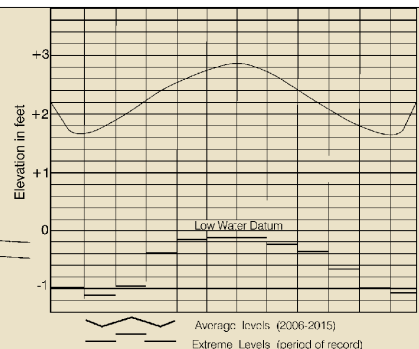
Note: Chart grid
lines are aligned
with true north.

2.5	12.8	12.8	12.2	6.7-15	150-200	2065	21
7.3	7.3	7.3	7.3	6.7-15	400	900	18
3.2	6.0	6.0	9.6	6.7-15	0-100	2200	21
NOT MAINTAINED					0-100	1000	8

OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION



Joins page 11



Low Water Datum which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

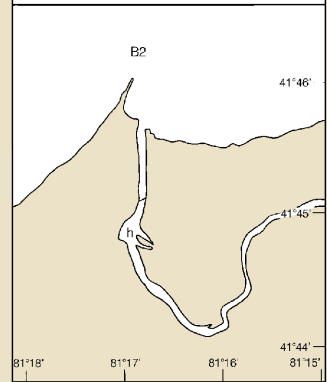
NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Akron, OH	KDO-94	162.400 MHz
Cleveland, OH	KHB-59	162.550 MHz

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE
B2 1970-1989 NOS Surveys partial bottom coverage
h Miscellaneous Surveys



CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

— Pipeline Area — Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:
○ (Accurate location) ◌ (Approximate location)

SOUNDINGS IN FEET





VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

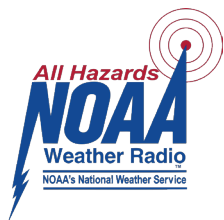
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow **@NOAAcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.